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THE MARINE RECORD,

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

B. Whitaker, vessel broker and owner, of Detroit, was in the city from Saturday till Tuesday.

The schooner Kingfisher is having her topsides calked and she is getting a fresh coat of paint.

Captain John Moore has sold 4-12 of the propeller N. K. Fairbank to Captain R. Neville for $3,333,33⅓.

Mr. James McGrath has been appointed local inspector of boilers in this district vice Mr. T. Fitzpatrick resigned.

Richard Call, last season chief mate of the steamer Cumberland, goes in the same capacity on the steamer New Orleans.

The Detroit and Cleveland steam navigation company are rebuilding their dock and making general repairs to the warehouses and offices.

Captain Leonard Driscoll, of Vermillion has sold his one quarter interest in the yacht Telephone to Captain John McGuire for $525, who will sail her in the passenger and fishing business.

Captain George McKay went to Ashtabula this week, to look after the establishment of a life saving station at that port and also to see to the repairs on the black line boats laid up there.

Grover & Son, ship chandlers, are having their store painted and fixed up ready for the opening of navigation. A large amount of repairs are being done to vessel sails in their sail loft and some new sails are being made.

Captain John Lowe will sail Wilson's new iron steamer; Captain James Lowe, the new wooden steamer; Captain Sam'l. N. Murphy, the Kasota; Captain Ed. Moreton the Wallula; and Captain Bushnell H. Jones the George Spencer.

It is highly important that as many of the directors of the Lake Carriers' Association as possible be present at their meeting in Buffalo on the second Wednesday in March (the 10th), as there is much to do in the way of supporting legislation in the interest of shipping.

Wm. J. Miller, shipbuilder, is doing considerable work on the steambarge H. B. Tuttle; her boilers have been lifted from tne hold to the main deck, she is getting new beams under the boiler, a new ash pan a new boiler house, new stanchions bulwarks and rail fore and aft, new cabins and a general overhauling.

J. R. Hurst and Frank Jerman had a suit before Judge Heisley in the common pleas court last week to recover damages from the Valley railway company for obstructing the river with piles so that the plaintiffs were hindered four days from navigating their barge. A verdict for $125 was returned by the jury in favor of the plaintiffs.

Bradley's fleet are undergoing considerable repairs. The propeller J. S. Fay, is having her topsides calked and being refastened all over, she is also to have new upper deck, rail and stanchions. The schooner Alva Bradley, is getting a new bow and stem, some new deck frames and deck forward, some refastening and a new jibboom. The schooners Wagstaff and Kimball will receive new center board boxes.

The floating elevator which has been building here for some months past, is now completed, and Mr. Lyman Smith, the inventor, intends next week to have it tested in the presence of a number of large capitalists from New York and other cities. The inventor claims that he can unload grain from vessels at the rate of one thousand bushels per minute into a large hopper, where it can be weighed and then be loaded into canal boats at the same speed as it is unloaded from the vessel.

At W. H. Radcliff's, ship builder, Webb & Company's new steamship is getting along famously. Her forward body is all raised and stem in place. Weather favorable she will be all in frame by the middle of March The repairs on the schooner H. J. Webb are completed, and work has been begun on the schooner Montmorency. She will get new deck frames and deck and new hatches, and some repairs to upper works. The tug Charles Castle has had a thorough rebuild and is ready for launching. Also building a garbage scow for A. A. Detrich, city contractor, 72 feet over all, 23 feet wide, 8 feet deep, to be completed before the 15th of April.

Mr. P. T. Moses, an old resident of the West Side, died at Pine Grove, Nev. At the breaking out of the war Mr. Moses was a prominent ship builder. He and his brother, Mr. Luther Moses, who is still living in this city, built and owned several large propellers plying between Buffalo and Chicago. Meeting with reverses at that time, he went to California, where he has since been engaged in mining. Mr. Moses was a great worker in the church. He was born in 1809. His father came here at an early day from Hartford, Conn. He leaves six children, one son, Mr. Philo Moses, residing in this city.

Monday afternoon two full grown men named Edward and William Bolton, of No. 14 Division street, went out on the ice in the lake to fish. A long distance outside the breakwater they found an opening in the ice, and were amusing themselves in an attempt to capture some of the finny creatures beneath, when suddenly the ice parted from the shore and started on a trip toward the Canada shore. William Goodwin, a son of Captain Goodwin, at the life saving station, seeing the dilemma the men were in, hastily fitting up a boat, and hauled it over the ice to the open water. He then rowed across the gap and the floaters were rescued.

Captain G. W. Stoddard has returned from Buffalo with his list of incorporators for the proposed Rapid Transit Steamship Co. complete, and he is now quite sanguine of speedy and successful results to his plans. Papers of incorporation will at once be made out and forwarded to Columbus and subscription books will be placed with one of the incorporators in each city. Among the incorporators are some of the most enterprising and successful business men on the lakes. The list at Buffalo is composed of Nelson Holland of the lumber firm of Holland, Taylor & Co.; Mr. Holland is also one of the directors of the Manufacturers and Traders Bank; Philip Becker, Mayor of Buffalo; E. B. Smith; of the firm of Smith & Davis; John Kelderhouse, and James Davidson, the three last named gentlemen being largely interested in vessel property. In Cleveland the names of William Chisholm, J. H. Wade, H. H. Brown, Mayor Gardner and Thomas Axworthy have been secured; and the Toledo incorporators, are C. F. Curtiss, of the lumber firm of Curtiss & Brennan; H. S. Walbridge, connected with the Toledo rolling mill enterprise, and also the Toledo National Bank; C. S. Reynolds of the firm of Reynolds Bros., grain commission merchants; W. H. Belman, of the firm of Crabbs, Belman & Co. grain commission merchants; M. D. Carrington, of the Ohio Central Coal & Barge Co., and grain commission merchants.

Patrick Smith is engaged in the United States Circuit Court in an effort to secure a judgment for $7,000 against the Union Insurance Company, of Philadelphaia. In 1884 Smith had the tug N. P. Sprague insured in that company for $7,000. On July 18 of that year while the Sprague was towing several vessels on Lake Huron a shaft became broken, totally disabling the tug. The Sprague was then taken in tow by the tug Wilcox and a journey to this city undertaken for the purpose of making repairs. After the vessel reached Lake Erie a storm was encountered and the Sprague sprang aleak, resulting in her sinking in water so deep that there was no possibility of recovery. Mr. Smith claimed the full amount of the insurance but the companies refused to pay the claim. The ground for this action is that Mr. Smith was guilty of carelessness in allowing the tug while disabled to be towed past several ports at which the damage might have been repaired. The case was argued in all its points before Judge Welker and a jury, the jury rendering a verdict that the captain's action was in accordance with prudence and common sense. Truth is mighty and will prevail. It was shown by evidence that there was no port of safety after passing Detroit until the disaster occurred, and the jury rendered a verdict in accordance therewith, in the sum of $7,567.33.

MILWAUKEE.

Special to the Marine Record.

In my last I credited but two vessels as being grain laden, while in fact there are three, the schooner Reuben Doud having been loaded early in the winter.

The steambarge J. R. Whiting has been cut and drawn apart and at the present writing the new frames are up and tomorrow the spread will be given her, making her three feet more beam. Captain J. D. McArthur is superintending the work. He feels finely to-day. He visited the museum yesterday in company with Captain James Butler, of Manitowoc, and as they both escaped without being captured they feel that all the world is before them yet.

Alterations on the steamer Minnesota are progressing rapidly and a little fine weather will assist in finishing her up. Captain Carter's new steambarge is moving along also. Captain John Cochrane's, steamer Colin Campbell will be so fly this coming season with a new boiler and cabin that Captain John will give her steam and beat all the boys.

Captain W. F. Finney, the inimitable comique, is here looking after the repairs being made to the R. P. Fitzgerald line of vessels. He is a source of jollity itself.

Captain James Butler, of Manitowoc, has accepted a position as foreman with the firm of Wolf & Davidson and is a valuable acquisition to them. His well known ability as a mechanic and his prestige as builder of the yacht schooner David Vance, as well as Jim's genial self will count for custom.

Captain Ed. Thorp, of Buffalo, will take command of Wolf & Davidson's wrecking tug Leviathan this season. She is being repaired and fitted up with every appliance that will be in any way useful in the wrecking business. Ed has many friends and is sober and ambitious, two of the most necessary qualifications to be successful in anything, and give him a chance and we predict that he will make things hum. Wolf & Davidson's big one will be pushed along as fast as possible.

I was looking at the new one being built at the Milwaukee Shipyard Company's yard. She is almost planked and presents a fine appearance. She is a first class model.

Q.

KINGSTON.

At the annual meeting of the Richelieu & Ontario Navigation Company, at Montreal yesterday afternoon, the annual report, already printed having been read and adopted, the president replied to Mr. Prevost that the boats had been valued at their proper rates by experts. Thanks were tendered directors and officers, $3,000 voted the president, and an increase announced of directors from seven to nine, to give gentlemen interested in the Grand Trunk & Canadian Pacific railways representation; agreed to.

ASHTABULA HARBOR.

Special to the Marine Record.

The people at this port are elated at the prospect of a life saving station being located here. A very large number of vessels enter and leave Ashtabula Harbor and a life saving station would be a great boon to vessel men.

Captain W. W. Starkey has since the fire in January, which burned him out, started a new grocery and supply store on the opposite side of the street, a short distance above the old stand, where everything will be found in good order and condition when his old marine friends call with their orders in the spring and summer.

Captain John Hergenrother, of the schooner Verona, is at Ashtabula Harbor, looking after the repairs on the schooners Leonard Hannah and Verona.

J. P. Devney, ship builder, will give the schooner Columbian, some new beams amidships and general repairs; the schooner Verona will get some new strakes of plank on her bow, new cathead, hatch-combings, main boom and general repairs; the schooner Leonard Hannah is to have new quarter pieces, anchor stock and other minor repairs.

James G. Laird, shipbuilder, is building a steam pleasure yacht for excursion business, 51 feet over all, 12 feet beam, 5 feet 8 inches depth of hold. McKinnon Brothers will build the engine, a 10x12, and M. Riter, Eagle Boiler Works, Buffalo, the boiler, of steel, 4 feet 7 inches shell, 6 feet 6 inches high.

McKinnon Brothers are rebuilding and epairing the machinery on the A. Y. & P Docks, and substituting friction for gear machinery, also building two new coal derricks. They will put another new lathe in their workshops at once.

It is probable that postoffice orders will soon be obtainable at Ashtabula Harbor, which will be a great convenience to vessel men.

WILLIAMS.

BAY CITY.

Special to the Marine Record.

At the Bay City shipyard the men have been on a strike for $2.00 per day, and work there is at a standstill. They have been getting $1.75 for eight or nine hours work, whatever time they could make.

At Wheeler's yard the work on Hawgood & Avery's barge is progressing finely. The iron straps are about half on, and they have commenced to put in deck beams. The frames are half up for Ward's steambarge, and most of the keel blocks are in place for the D. & B. C. T. Company's steambarge. She will be launched endwise. Three large vessels on the stocks at once is pretty good for one yard.

At Davidson's shipyard they are driving the work on the log boat as rapidly as the weather will permit.

Captain M. Madden paid Bay City a visit during the week.

Captain James Bennett has resigned his appointment of the steambarge Missouri and will sail the steambarge Powers, of the McLean & Bridges fleet. Captain James Bennett, sr., will sail tow barge Little Wissahickon; Captain Herman Bennett, steambarge Hubbell; Captain Walter Hazen, barge Midnight; Captain W. H. Brown, steambarge Glasgow.

L. P. Mason's fleet—Captain M. Madden, propeller C. H. Green; Captain C. Sonsmith, barge Rosa Sonsmith; Captain Geo. Johnson, barge Matie C. Bell; Captain H. W. Robinson, steambarge Porter Chamberlain; Captain P. Edgar, barge J. H. Cahoon; Captain M. J. Rogers, barge Ida Corning; Captain John Hocraft, barge A. T. Bliss; Captain Robert Jaedunk, barge Fostoria; Captain Wm. Brown, barge G. W. Wesley.

Captain George Ryan has bought of Port Huron parties the barge Keating. She is one of the old N. T. Company's barges.

Mr. John Prentiss has bought the barge Theo Perry; price said to be $2,500.

Hawgood & Avery's fleet—Captain H. Ellis, steambarge Waldo Avery; Captain George Robarge, consort building; Captain Thomas Ellis, steambarge Bell Cross; Captain John Angel, barge Clement; Captain Jean, barge Little Jake; Captain John Stean, barge Chicago Board of Trade.

G.

MARITIME LAW.

PETITION OF THE GOODRICH TRANSPORTATION COMPANY, TO LIMIT ITS LIABILITY, ETC. PHENIX INS. ET AL. OPPOSING.

District Court of the United States for the Eastern District of Wisconsin.

Charles E. Dyer, Judge.

II.

Take the law, however, as we find it stated by the court, in the case of the Providence & N. Y. S. Co., cited *supra* that the provisions of this act are declaratory of existing maritime law, the opinion of the court must be confined to the case then before it, and that was a case of admiralty and maritime jurisdiction, and the axiom must be that the proceeding is one pre-eminently of admiralty jurisdiction when it seeks to limit an admiralty liability. It cannot be said of the act that it is of pre-eminently admiralty jurisdiction, because the servants and mariners of a ship owner are wrong-doers, or when, in the course of the navigation of such ship, such servants negligently commit a common law tort.

Dr. Lushington tells us that the admiralty jurisdiction does not depend upon the existence or presence of a ship or other maritime thing, but upon the origin of the question to be decided and the locality. (The Volant, 1 Wm. Robb, 368.)

The surrendering of the ship, and her freight then pending under the statute (a proceeding entirely optional with the vessel owner), was never contemplated in a case in which the cause of action was not maritime, and the party injured had not a *lien* upon the res and the freight then pending.

A common law liability for a tort on land gives no lien upon a ship or her freight, and if the tender of a vessel and her freight then pending, by means of a trustee, be ceded in satisfaction of the demand in lieu of money, it is a payment of debt in goods, wares and merchandise, and we had supposed congress had gone far enough in that direction when, under "the power to borrow money" for the defense of the government, it authorized greenbacks to be made legal tenders without going still further, and instead of gold or silver or greenbacks, a ship owner may discharge his common law obligations by the transfer to a trustee of his interest in a ship sunken or otherwise, and her freight then pending.

III.

If the act of 1851 does embrace injuries to real estate on land, the district courts of the United States, neither under the statute or by the rules in admiralty, promulgated by the United States Supreme court in that proceeding, have jurisdiction to give the petitioner the relief which it seeks, the tort complained of not being a maritime tort, and as such, not within the admiralty and maritime jurisdiction.

Congress could not, either under the admiralty and maritime grant of the constitution or the commercial grant, make torts maritime, which were not so by the general maritime law. It may be the lord of the sea, but the law alone is the lord of the land. So far as our own courts are concerned, when acting under the municipal law and not acting under the *jus gentium*, the law would be binding upon them, but it could not, under the admiralty and maritime grant, change the law of the land as to things which were not maritime, and by so doing make them so. Under the commercial grant, Congress might change the commercial law when it affected commerce and navigation between foreign nations and the several states, but it was clearly not the intention of Congress, by the adoption of any of the provisions of this act, so to do.

The case of the Thomas Hood, *supra*, is the only case in which it was attempted by a proceeding similar to that of the case at bar to apply the act of 1851 to an injury or tort committed on land by the agents or servants of a vessel owner, by or through the agency of a water craft.

The question was not raised, however, whether the court had such jurisdiction to administer such a remedy, if any existed, and while the books are full of cases of parties seeking the benefit of the act, they are all cases of maritime tort of which the court had original jurisdiction in admiralty, and in cases where the suit was pending in such court; this is the first time such a question has arisen, and is, therefore, with the exception of the case of the Plymouth, where the point was not noticed, one of first impression.

The act of 1851 is not a judiciary act, conferring jurisdiction on either the district or circuit courts. It leaves the owner of the vessel, seeking the benefits of its provisions perfectly free to choose what court he pleases, provided the court is one of competent jurisdiction. If it is exclusively a common law case, he must seek a common law court, or if, by reason of some defect therein to administer the remedy, a court sitting in equity. The statutes of the United States are as much the law of the land as those of the several states, and may be enforced in the state courts as well as in the federal, except in such cases where exclusive jurisdiction is given to the latter court. (Clafner v Houseman, 93 U. S. 130.) Under this statute, he may take affirmative action by divesting himself of his title, and transferring it to trustees for the benefit of the freighters who have suffered an injury during the voyage, if the value, of his vessel and freight then pending is less than his claim. If on the contrary, the case is one of admiralty jurisdiction, he may go into the admiralty court and file his petition before or after suit brought, and if his property is seized, he may give as stipulation for value, or he may transfer the property to a trustee, and pay over to him the freight then pending; or he may set up the limitation of liability in his answer. The admiralty having jurisdiction of the principal thing, to wit, the tort or injury mentioned in the several articles of the act whenever the same a enumerated, and in the omnibus clause of any loss, damage, injury or forfeiture of a similar kind as those enumerated in the act, all of which are within the admiralty jurisdiction, has also jurisdiction of its incidents, and it is an inherent power of the admiralty to take a stipulation for value independent of the act in a proceeding *in rem* when the *res* is within the jurisdiction of the court. This is so also in England by an enabling statute when the case is at common law, if the ship and proeeeds are in the admiralty, but if otherwise, it is not so; chancery must hear the case. L. R., 7 Exch., 187; *id.* on appeal, *id.*, 287. Parliament being omnipotent may confer common law power on an admiralty court in England, but beneath the constitution of the United States, Congress has no such power.

IV.

The fact that the act of 1851 constitutionally may be supported under the commercial grant, as a regulation of commerce, cannot confer jurisdiction upon an admiralty court of the United States. The jurisdiction of the courts of the United States cannot be made to depend on regulations of commerce. They are entirely distinct things, having no necessary connection with one another, and are conferred in the constitution by separate and distinct grants. The extent of the judicial power is carefully defined and limited, and Congress cannot enlarge it to suit even the wants of commerce, nor for the more convenient execution of its commercial regulations. And the limits fixed by the constitution to the judicial authority of the courts of the United States will form an insuperable objection to this law, if its validity depended upon the commercial power.

This power is as extensive upon land as upon water. The constitution makes no distinction in that respect. And if the admiralty jurisdiction, in matters of contract and tort, which the courts of the United States, may lawfully exercise on the high seas, and on the lakes and navigable waters of the United States, be extended to contracts and torts on land when the commerce is between different states, it can, with the same propriety and the same constitution, be extended to collisions and torts on land; and it may embrace also the vehicles and persons engaged in carrying it on.

It would be in the power of Congress to confer admiralty jurisdiction upon its courts, over the cars engaged in transporting passengers or merchandise from one state to another, and over the persons engaged in conducting them, and deny to the parties the trial by jury. Now the judicial power in cases of admiralty and maritime jurisdiction has never been supposed to extend to contracts made on land, and to be executed on land, or to torts committed on land. But if the power of regulating commerce can be made the foundation of jurisdiction in its courts, and a new and extended admiralty jurisdiction beyond its heretofore known and admitted limits, may be created on water under that authority, the same reason would justify the same exercise of power on land.

If the case is within the admiralty jurisdiction, then the citizenship of the parties is indifferent, because the jurisdiction depends upon the place and not upon the residence of the parties. If the act of Congress intends to confer jurisdiction upon the courts of the United States upon the power to regulate commerce, it would be unconstitutional and could confer no authority on the district courts.

The prohibition of the constitution, by that clause of the constitution which gives to the federal courts jurisdiction of civil causes of common law jurisdiction and power to try controversies existing between citizens of different states, forbids that Congress in a regulation of commerce should by implication confer upon the district courts any such jurisdiction.

The commercial grant to regulate commerce is not *per se*, a plenary power, but only a power *sub modo*. It gives to Congress the power to regulate commerce, with foreign nations, among the several states, and with the Indian tribes.

Now the limiting of the liability of a ship owner for the torts of his servants committed on land and having no necessary connection with trade or commerce, inflicing no injury upon goods, wares or merchandise shipped or put aboard any ship or vessel, or in collisions betweea two water craft, but an injury to real estate and the household furniture contained therein, is not a regulation of commerce with foreign nations, among the several states, or with the Indian tribes.

V.

The Supreme court of the United States makes the validity of the act to depend both upon the admiralty grant and upon the commercial grant.

The case of the Norwich Co. v. Wright, 13 Wal., 104, was a case of collision within the admiralty and maritime jurisdiction of the court, and the application was made to limit the liability in the Eastern district of New York, the libel for the tort having been instituted in the district court of Connecticut. Neither the vessel herself nor the fund representing the value was paid into the district court of New York. The court therefore held, that the district court for the Eastern district of New York, was without jurisdiction. The court, however, after stating that the act does not state what court should be resorted to nor what proceedings should be taken, holds that the parties, or any of them, may take "the appropriate proceedings in any court for "the purpose of appropriating the sum for which," etc. This "which," etc., mean under section 4 where it occurs, the sum for which the freighters on the same voyage, and the owner or owners of the ship may be liable. This is a clear case of admiralty jurisdiction, and the language of the Supreme court which follows at page 123, after quoting the language of this section, should be construed as having reference thereto, and it was well said by the court when it said: "Now, no court is better adapted than a court of admiralty to administer precisely such relief, * * Congress might have invested the circuit courts of the United States with the jurisdiction of such cases by a bill in equity, but it did not. It is also evident that the state courts have not requisite jurisdiction." 113 Mass., 502. Why the state courts would not have the requisite jurisdiction in cases of equity it is difficult to perceive, unless on the ground that, the proceeding being one *in rem*, and, as such, of exclusive admiralty jurisdiction, the court could not have the requisite jurisdiction. Certainly a court of admiralty, which is not a court of record but of limited jurisdiction (1 Sawyer, 713,) has not or ought not to have the power to issue an injunction to the Supreme or inferior courts of a state having general jurisdiction. In the same case the Supreme court say: "In order to proceed regularly the court must have possession of the limited liability fund—that is, the proceeds or value of the ship and freight; it cannot distribute a fund of which it has not the possession. The proper course of proceeding for obtaining the benefit of the act is this, when a libel for damage is filed a proper libel for an apportionment of the damages according to the statute should be filed, and should pay into court if the vessel or its proceeds is not already there, or give due stipulation," etc., and the court then proceeds to promulgate rules in admiralty for that purpose.

In the case of Providence & N. Y. Steamship Co., 109 U. S., 593, the court, after saying that the rules or process authorized under the act of 1842 authorized the Supreme court to regulate the form of framing and filing libels, bills, answers and other proceedings and pleadings in suits at law in admiralty or in equity, declares as follows: We are clearly of opinion that the authority thus vested in this court was adequate and sufficient to enable it to make the rules before referred to. The subject is one of pre-eminently admiralty jurisdiction."

In this case, as in the other, it was clearly a case of admiralty jurisdiction, a libel filed for a breach of contract of affreightment, the destruction by fire of goods taken in and put aboard of a ship. This was a case within the maritime jurisdiction, and the statute was simply offered as a partial defense. In the case at bar, however, there is a broad, sharp distinction, clear and unmistakable, which at once attracts the judicial mind, which is, that the case at bar is not one of admiralty nor of equity jurisdiction, but of pure common law cognizance, and as such, not within either of the other jurisdictions. Nor is it an answer to say that a right derived under an act of Congress may be sued in the United States courts.

VI.

If Congress could not enlarge the jurisdiction of the United States district courts sitting in admiralty, then the act of 1842, which conferred upon the Supreme court of the United States jurisdiction to prescribe modes and forms of procedure in quity and admiralty cases only, could not authorize the Supreme court of the United States by rules of practice to enlarge the admiralty jurisdiction. The steamer St. Lawrence 1 Black, 522. The process act of 1792 and 1829 is also confined to admiralty and equity process.

There is no act of Congress authorizing the Supreme court of the United States to make rules and regulations in common law cases, but on the contrary, Congress has prescribed that the practice in the several circuits must be the same as in the several states in which they are held, any rule of the court to the contrary notwithstanding. Act of 1792, section 914.

Act of 1851 in cases of certain loss and damage specified only authorizes the proceedings to limit the liability, and in a particular way, to wit: by transferring the property to a trustee in a court of competent jurisdiction, without naming any particular courts.

If a court of admiralty is not in a given case a competent court of jurisdiction for the reason the subject matter is not maritime, then it is not such a court for such a proceeding; nor can the rules and regulations of the Supreme court make it such a court. The Supreme court has no power to bestow jurisdiction upon a court that does not have it *proprio vigore* under the constitution and laws passed in pursuance thereof. Congress might bestow upon the United States district court power to enforce rights existing at common law between citizens of different states, and if Congress has the power so to do, it has not exercised it by the act of 1851.

The act of 1851 does not provide for issuing injunctions, but merely provides that after complying with the act all proceedings shall cease.

This mandate is obligatory upon the state courts as well as upon the United States courts, but if the former disregard it, what court has authority to enjoin the state courts? Certainly not the district court. The act of 1793, re-enacted in 1872 with the addenda, can only be repealed by implication, and the federal courts will not imply that the state courts, supreme and of general jurisdiction, are to be controlled by the United States district courts in cases of concurrent jurisdiction, where the state courts have first acquired jurisdiction, unless the power is clearly given by congress, exercising legitimate authority under the constitution.

The act of congress does not authorize any court having jurisdiction of the proceeding to issue injunction. The process of injunction is unknown to the admiralty, and while the books are full of prohibitions, being issued by the common law courts to the admiralty, it would be a novelty to find an admiralty court which is not a court of record, but a court of limited jurisdiction, though exclusive in that jurisdiction, enjoining a court of record. Courts of admiralty, as such, have no such power, and while congress might declare them courts of record, and bestow upon them such extraordinary power in a proper case, it has never done so.

In the case at bar the vessel is not within the jurisdiction of the court, and in a case of common law jurisdiction, the act of congress has not provided any stipulation, but provides that the boat itself shall be conveyed to trustees, and it is in cases where this is complied with that all proceedings shall cease. It is doubtful whether any one of the sections of the act of 1851 authorizes a cession of the property to a trustee for the benefit of a common law claimant, who is such by reason of a tort on land. The Alpena, 8 F. R., 281; *id.*, 105 U. S. 452; The Benefactor, 103 U. S. In all cases where a stipulation for value has been taken, it is in accordance with the admiralty jurisdiction, and authorized by the admiralty rule.

* * * * *

VIII.

The petitioner has been guilty of laches, and cannot be permitted after five years and over from the date of his liability accruing, and after the vessel has made many distinct and separate voyages, and after several seasons of navigation have passed, and after

sale of the vessel, and she is removed out of the jurisdiction of the court and ceases to be *in esse*, compel the party injured, after they have conducted a long and vexatious litigation and incurred great expense, to go back and ascertain the then value of the vessel and her freight then pending.

The Alpena, 8 F. R., 280.

The Benefactor, 103 U. S., 245.

Clireac states that exactly three days were given to the owner to abandon.

Use and Custom of the Seas, 503.

They counted from the time the owner had notice of the disaster. French ordinance of 1861 left the question of time open, but the French as well as the Spanish law is the same as that laid down by Judge Blodgett. A voluntary sale of the vessel or engaging in a new voyage, both of which occur in the case at bar, constitutes such a waiver.

Cresp-Laurin, 1, 636, 637.

Clairmont Dict. de Troit Marit tit. A.S c 93.

In the case of the Benefactor, *supra*, time was left, as a question of laches, to be governed by the general principles on that subject in admiralty courts. The court, however, intimated at any time before payment was in time, with this special observance, with all costs and expenses which the party had been put to during the delay and litigation, should be made good by the petitioner.

Respectfully submitted,

ROBERT RAE, for Respondents.

TARIFF LEGISLATION FOR FORTY YEARS.

ITS COURSE AND EFFECTS.

NO I.

YOUNGSTOWN, O., February 10.

To the Editor of the Marine Record:

A candid, critical, and comprehensive inquiry as to effects of tariff legislation during the last forty years reveals an amazing and an alarming state of affairs. The tariff of 1846 averaged 24 per cent. for eleven years; tariff of 1857 for four years 19 per cent. Morill tariff of 1861-2 decreased in 1872, increased in 1875 amounting upon the dutiable imports from 48 (1867) to 43 (1882) per cent. Commission tariff of 1883 average rate, 40 per cent.

During the periods embraced between the above mentioned dates statistics of imports and exports were kept, but the records of domestic productions were not of the comprehensive character of those of 1870 and 1880 census reports. But, judging the case by what is known from observation, the period of 1846 to 1861, inclusive, was the most prosperous one the country has ever enjoyed, regarding general, diffusive and permanent benefits to the whole population. It may be claimed that memory and observation are unreliable sources as to testimony, regarding so remote a period as that reaching back to 1846.

Fortunately the proof is, at this late day, in plain sight, in the shape of large properties now in possession of those who accumulated it, or in possession of the heirs of those who made it, by the methods and conservative usages of that time, unaided by governmental parentalism in the shape of high protective *tariffs*. The men yet living who accumulated in that period, as a rule, are still in possession of the earnings of those days. The exceptions to the rule are few, compared with the mutations and wrecks of later periods. Why? Because all classes in business of all kinds, relied more upon the exercise of skill and fidelity of purpose, than upon protection, they relied upon themselves rather than upon the fiat of a legislative body, that says it is good commercial usage to make a thing you want, regardless of cost, when you can buy it with a thing that you can make, for much less than the residents of any other country can make it.

The indulgence in the stupid heresy that it pays to show your independence regardless of cost, is naturally indulged in by the semi civilized, but it is unworthy of the highly civilized or those making pretentions to intelligence.

It never has been, it never can be indulged in except at loss and cost. It is a denial and an ignoring of the doctrine of natural selection, which even the instinct of dumb brutes causes them to fairly regard.

It denies the existence and value of natural advantages, it tries per legislative force to make it appear that they exist where they do not.

It ignores common sense, and denies the exercise of personal liberty in the permission to buy in the cheapest and to sell in the dearest market.

It has dwarfed the ideas of thousands of our people; it has divided our population into a small independent class, and a large and growing dependent class; it has destroyed harmony between these; the former have, too many of them, been made arrogant by sudden phenomenal wealth, some of the latter have become servile, some are in despair, others are discontented, and in some cases becoming defiant.

In brief it has been the developing cause of most of our labor difficulties, which in some sections is threatening the destruction of law and order.

The period between 1846 and 1861 may now be fairly called the golden period; when compared with the periodic distress of later and oft recurring periods, many of the best conditions prevailed, these have been steadily lessening in number and force. Prominent among which, and which by comparison are, notwithstanding the lapse of time, becoming more and more prominent, were the absence of labor troubles, discontent and organization of labor associations under various names, against capital and capitalists, and in some instances acts of lawlessness against both. The situation between employers and employed was one of identity of interest. The former had fair, perhaps, a low percentage of profits, but there was a steady increment in gains, the latter made, perhaps, small gains, but they were steady and uninterrupted because employmant was continuous. Large numbers of solid merchants, manufacturers, and farmers, yet on the sunny side of sixty, on the low wages of that time, as clerks, apprentices and farm hands, earned and saved what has since grown into competencies which now support them without exertion.

The wage worker of any class, from the lowest paid to the the highest paid skilled worker, or ordinary commercial or professional, salaried man or woman, of the present day has no such cheering hope of ever becoming principals or owners, the present generation have none of the incentives that the preceding one had.

There is not the incentives for self denial, or the cultivation of an ambition to reach independence that once ruled. Gray haired, salaried men are sneered at, and often told that they ought to have money enough to live without working for others. While this is true in reference to many it is not true of the majority.

In 1862 there was an advance of the tariff, on the ground that as an internal revenue law had been passed, and that unless the import duties were advanced the importers would have an unfair advantage over domestic manufacturers. The fact that two members of the ways and means committee were pronounced protectionists, leaves strong ground for the opinion that alleged interest in the welfare of domestic manufacturers was purely a pretext, as future developments clearly indicated. In 1864, as a war measure, there was a further advance. It was made in a hurried and inconsiderate manner, as only five days consideration were given the bill by congress. The summary action may be passed without criticism, as many measures in that critical and excited period, were passed upon in great haste, but, as a rule, they were reconsidered or modified when it appeared that injustice had been done.

But in reference to this particular case when the time had come for such action; when justice demanded it, on the principle previously established as to preserving an equilibrium between domestic manufacturers and importers, it had no force or recognition; that time was when in 1866 and 1868 internal revenue was largely reduced.

The failure to stand by a principle, or the only reason given for the last advance by those who gave it, was a cowardly desertion of principle, or a fear of protection power, which had by this time began the exercise of a tyranny which could hardly be resisted.

It is probable that the large advance of 1864 opened views of opportunities to protectionists that they had not dreamed of under low tariffs.

And it is likely they were so powerful that they extinguished conscience and statesmanship, they saw an opportunity that had not previously appeared, seizing which they hold it, with a determination that is simply appalling considering the results. Which, briefly, are the prostration of industries within twenty years that it had taken a century to bring into existence. They may be summarized as follows:

Destruction of a market for the agricultural products of seven million farmers and farm laborers; a reduction in the value of agricultural property, not yet appreciated; and an obliteration of shipping property that has bankrupted thousands, and will ruin tens of thousands when its full force is felt against the agricultural interests. There were one million farms under rental to tenants in 1880, and this number will in all probability be doubled by 1890; a destruction of opportunities for the gathering of material wealth; a suppression of the swelling ambition of living and unborn millions, to place themselves in independent positions; a deprivation of the means of education and refinement. It is in reality such a blow as has not been struck since the Huns destroyed the Roman legions.

This has been done for the benefit of 5 per cent of the population at the expense of 95. An uncomfortably large portion of the latter have been transformed from industrious, law-abiding men into idle, wandering law-breakers, whose numbers are steadily increasing, as numbers confined in penitentiaries indicate in the years named as follows, by the census reports:

Year.	Prisoners.	Ratio of Population.
1050	6,737	1 out of 3,442
1860	19,086	1 out of 1,647
1870	32,901	1 out of 860

In Northern Europe the ration is lessening. Free trade, or low tariffs keep populations of greater density than our own occupied, and fairly contented. The average of England, France, Germany and Belgium is 217 per square mile; our own averaged in 1880, 18 per square mile.

The unnatural development, under excessive protection, suddenly, and in many cases, enormously enriched a small class, too many of whom were demoralized by phenomenal success, entailing, as it usually does, first, personal extravagance, followed ordinarily by careless, thriftless business management.

This and the lessening of the purchasing power of the unprotected, has finally brought a prospect of common ruin for all. The over-protected have, by absorbtion of the privileges of the unprotected, destroyed the power of the latter to consume. The home market, upon which so much reliance has been placed, it is now found, can not consume the production.

The foreign market which protectionists have sneeringly said was so small that if we lost it all it would not be missed in the effect upon quantity or price, our farmers at least are realizing that, small as it was, it fixed the price for home consumption.

Intelligent protectionists are complaining that there is an over-production, and some assert that on account of labor-saving machinery the hours of labor per diem will have to be lessened. In the civilized world there has never been an over-production of useful things; there has never been a time when there was not want and suffering. There is a stoppage of exchange; that is, people in different countries have ceased to work for each other; that is, to exchange day's works.

WABASH.

[To be continued next week.]

Captain Lockwood, in charge of the corps of engineers who have headquarters at Grand Rapids, has reported to the Secretary of War that the railway bridge across the St. Joseph River, near St. Joseph, is an obstruction to free and safe navigation. He recommends that the present south draw be replaced with a pivot draw having a clear opening on each side of the pier of 100 feet. "Should the bridge be modified or the south dock line advanced, then the needed improvements at this harbor could be carried to completion, and there would then exist a condition of affairs that would give this harbor something like its former value and importance as a harbor of refuge."

Barge C. N. Johnson for Sale.

The undrsigned, administrator of the estate of Thos. W. Weeks will offer the barge C. N. Johnson for sale at public auction on Thursday, March 11, 1886, at 2 o'clock p. m. of that day. Sale will take place in Marine City, at the vessel.

W. B. MORLEY,
Administrator.

BARGE SYLVIA MORTON FOR SALE.

The barge Sylvia Morton, laid up at Springwells, Detroit, is offered for sale cheap. She was largely repaired and calked last season. Length 123 feet, breadth 25 feet, depth 9 feet and measures 179.40 tons.

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SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

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Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	.....	3 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	‡6 00 A M	
No 25, Mich Accom Norwalk	.....	6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†6 30 A M
No 5, St Louis Ex via Sandusky	*10 50 A M	†3 30 P M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*11 00 A M
No 31, Elyria ac to Elyria only	.....	*6 40 P M
No 27, Conneaut Accommodation	†8 10 A M	†4 30 P M

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 02 P M	
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
*Daily except Sunday.

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CLEVELAND, OHIO, THURSDAY, FEBRUARY 25.

ST. MARY'S CANAL.

The most imperative demand of lake commerce is the improvement and enlargement of St. Mary's canal and its outlets into Lake Huron. Measures are being rapidly taken to this end and further progress is being made toward establishing a uniform depth of twenty-one feet throughout the entire system of lake navigation. If all the improvements contemplated are accomplished we will in a short time be enabled to give to our new vessels increased tonnage and carrying capacity of 2,500 to 3,000 tons, thus cheapening the cost of transportation and enabling us to compete in any market with foreign countries. It is apparent to all that the capacity of our lake carriers is limited to the draft of water over the most shallow places in the entire system, matters not whether that shallow spot extends for a mile or more or whether it is contracted to a distance of but two feet, as the miter sill of the ock in the St. Mary's canal, which now allows but a draft of sixteen feet of water.

While the present canal and system of locks are a great improvement over the old, it has been demonstrated that they will not be equal to the demands of business two years hence. It has been estimated that the saving in cost of transportation since the new canal and locks were completed has been about $3,000,000. The total value of the freight passing through the St. Mary's canal in 1885, for Lake Erie ports amounted to $54,000,000, the registered tonnage being about 3,036,000 tons, while the tonnage passing through the great international Suez canal for the same period was about 6,000,000 tons, which is a very gratifying comparison.

To make the comparison, which is of world-wide interest, more complete, we have permission to publish the following letter by General O. M. Poe, addressed to J. T. Whiting, general agent of the Lake Superior Transit Company, Detroit:

I have to acknowledge receipt of your communication of yesterday's date requesting certain information in regard to the Suez canal and the St. Mary's Falls canal, for the purpose of instituting a comparison between them.

The following table embodies all the statistics in my possession relative to the Suez canal, and I have put into juxtaposition with them the corresponding statistics for St. Mary's Falls canal. Prior to the transfer of the latter to the United States no record of the freight tonnage was kept and we have no record of the freight through the Suez canal. The record of its commerce seems to be kept in "official net tons," determined for each vessel for the purpose of collecting dues. In the comparisons of cost I do not include operating expenses. For St. Mary's Falls canal these are about $30,000 per annum, and would be covered by a toll of one cent per ton, but no charges are levied. For the Suez canal they are about $1,000,000 per annum exclusive of interest and other sums applied in payment of its debts. The income arises from a toll of ten francs per ton levied upon the tonnage; a charge of ten francs for each passenger, pilotage dues, and in case of a sail vessel, for towing.

I have not the data to enable me to separate these, so as to give the amount of each going to make up the aggregate for the year.

The following comparative table shows the business through the Suez and St. Mary's Falls canal for fifteen years:

Year.	No. of Registered vessels. Suez Canal...	St Mary's Falls Canal...	Tonnage. Suez Canal in official net tons.....	Registered tons.	Tons of actual freight.
1870....	486	1 828	436,609	690,526	.....
1871....	765	1,637	761,467	751,101	.....
1872....	1,082	2,004	1 160,743	914.735	.....
1873....	1,173	2,517	1,367,650	1.204,456	.....
1874....	1,264	1 734	1.631,650	1,070.857	.....
1875....	1,494	2,034	2 009,984	1.259,534	.....
1876....	1 457	2.417	2,006,771	1,541,676	.....
1877....	1,663	2,451	2 355.447	1 439 216	.....
1878....	1,593	2,567	2,269,678	1,667,136	.....
1879 ...	1,477	3,011	2,264,332	1,677,071	.....
1880....	2.026	3,453	3,057.421	1,734 809	.....
1881....	2.727	3,823	4,136.779	2,092.521	1,567.741
1882....	3,198	4 402	5,074,808	2.468,038	2,029.521
1883....	3,307	4 078	5,775.861	2,049,289	2.267,105
1884....	.....	5,318	5,871,600	2,998.887	2.874,525
1885....	.....	5,043	.....	3,935,037	3.356,628

The following estimate of the cost of the Suez canal is extracted from Senate Executive document No. 198, first session, forty-eighth Congress (see page 10) viz:

"The reports of United States Consul-General Farman and of Consul Van Dyke to the state department have been of a character highly favorable to the canal. Mr. Farman states that the whole cost of the work, including that of improvements, was, exclusive of repairs and cleaning, to the end of the year 1887, $92.273.909. The actual cost to the company, exclusive of aid received from Egypt by the award of 84,000,000 francs arbitrated by the Emperor of the French, and of 10,000,000 francs from the retrocession of lands, was $69,271,907. He adds that had the company constructed the canal wholly by laborers hired in the ordinary way, and without grants from Egypt, except the right of way and the necessary lands for stations, the canal proper and its adjunct, the fresh water canal, would have cost them $108,000,000, and this in a country where ordinary labor was worth less than ten cents a day, the laborer boarding himself." It would appear from the foregoing that the cost of the Suez canal, down to and including the year 1877, may be safely taken in round numbers at $92,000,000.

The United States has expended upon the St. Mary's Falls canal to date (reckoning the original land grant of 750,000 acres at $1.25 per acre) the sum of $3,087,500. This includes all constructions, repairs and improvements, but does not include the cost of operating the canal.

The latest complete returns in my possession relating to the Suez are those for 1883, during which year 3,307 vessels, aggregating 5,775,861 official net tons, passed through it, and the net receipts amounted to $13,702,415, or an average of $2.36 per ton of the tonnage using the canal. If the same rate had been charged at St. Mary's canal during the season of 1885, the receipts, reckoned on the registered tonnage, would have been $7,164,712, or two and one-third times the cost of the canal to date. If only $1 per registered ton had been charged, and no account taken of passengers, the receipts would have amounted to as much as the entire cost of the canal.

But the St. Mary's Falls canal is only a portion of this water route between the upper and lower lakes. This water route includes: St. Mary's Falls canal, St. Mary's River (Hay Lake channel,) St. Clair Flats canal, Detroit River (Lime Kilns Crossing,) and it is sufficient to remark that if the Suez canal rates has been collected at the St. Mary's Falls canal during the single season of 1885, the resulting amount would have not only repaid all that has heretofore been expended by the United States upon all these improvements but the balance remaining would have been sufficient to complete all the work upon them projected to this time. In 1884, the Suez canal accommodated 5,871,500 tons in 365 days, or an average of 16,043 tons per day. During 1885, the St. Mary's Falls canal was open to navigation 211 days and accommodated 3,035,937 registered tons, or a daily average of 14,388 registered tons, or in a little greater proportion to the daily commerce of the Suez canal than seven to eight.

During the month of July, 1885, the commerce using the Suez canal amounted to 528,671 official net tons. The actual freight through the St. Mary's Falls canal for the same month was 561,228 tons, or an excess of 32,567 tons. This is the only month in 1885 for which we have statistics for both canals.

When we consider that the Suez canal has cost over $90,000,000, whilst the St. Mary's Falls canal has cost only $3,000,000, or one-thirtieth, we cannot but be gratified by the practical results, and feel a greater desire to still further advance the interests of commerce by carrying all projects relating to this water route to completion at the earliest practicable day. Very respectfully,

Your obedient servant,

O. M. POE.

Lieutenant Colonel of Engineers, Brevet Brigadier General U. S. A.

Detroit, February 11, 1886.

Mr. Whiting has advocated this improvement before Congress for many years and General Poe has computed, that, at the present ratio of increase in traffic of the Lake Superior region, the St. Mary's canal will, four years hence, be inadequate to the business and recommended that the work of enlargement be commenced at once in view of that fact. The different waterways conventions through the lake region have also urged strong resolutions to the same end and the matter is now before the house committee of commerce, at Washington, with several strong men in attendance, among them Senator George H. Ely, of Cleveland, to see to it that the recommendations do not fail from a poor showing of the business of the canal or lack of support. As quite 33 per cent of the ore business of the Lake Superior region is done in Cleveland, the board of trade in this city has taken active part in advocating the measure and armed Senator Ely with the following resolutions:

Resolved, That the Cleveland Board of Trade, regarding the improvement of this great natural waterway as a work of national importance, not only affecting the development of the agricultural and mineral resources of the Northwest, but, as a vital question in its relation to the iron and steel industries of the United States, one third of which depend on the ores of Lake Superior (the cheapest transportation of which is an imperative necessity,) earnestly endorses the appeal of the Lake Superior states to Congress for an adequate appropriation to insure an early completion of the improvements of the St. Mary's river and canal, in accordance with the plans and recommendations of Lieutenant Colonel O. M. Poe, United States engineer.

Resolved, That the secretary be instructed to send copies of these proceedings to the appropriate congressional committees, and to the senators and representatives in congress of the state of Ohio.

Resolutions similar to the above have been adopted by the boards of trade in Minneapolis, St. Paul, Duluth, Detroit and Toledo, by the Lake Carriers' Association at Buffalo and other vessel owner's organizations around the lakes. In his address before the house committee Mr. Ely, supported by Mr. C. A. Graves of Duluth, and Messrs. Peter White and Henry Seymour, of Marquette, presented the following points as assential:

First—A new lock in St. Mary's river alongside of the existing lock and on the site of the original lock built there when the canal was first opened, but which is now useless because of its small size, only 11 per cent. of the tonnage of the canal passing through it. It is desired that the proposed new lock have a depth of water of fully twenty feet to correspond with the depth of the lime kiln crossing of the St. Clair Flats.

Second—The delegation asked that there be built a drydock at the Sault. There is now no dry lock on the lakes north of Port Huron, and a vessel in trouble in Lake Superior would have to go to wreck or be towed to Port Huron.

Third—The delegation asked for the opening of the Hay Lake channel. Two appropriations aggregating $325 000 have already been made for this purpose by Congress, and the work is now in progress.

THE Austrian barque Kraljeviga, bound from Marseilles, France, to New York, with salt, went ashore in a heavy gale on New Jersey beach, near Barnegate during Thursday night, the 11th of February. Captain Joel Ridgway, of life saving station No. 17, and Forked river, New Jersey, with his gallant crew of five men, launched their surf boat, after considerable delay and great difficulty in consequence of the heavy seas breaking upon the shore, which deters an open boat from being launched without swamping, and rowed out to the barque which they found had been abandoned by her crew. They then made for the shore, but before reaching it their boat was swamped and capsized by the heavy seas and three of her brave crew, who went out to try and rescue others, unfortunately perished. Their names were Solomon Soper, John I. Soper and F. Perrine. Captain Ridgeway, Cornelius D. Thompson and Wm. Inman clung to the capsized boat and reached the beach in a very exhausted state. The crew of the barque, consisting of fourteen men, attempted to get ashore in their long boat, but she unfortunately swamped and capsized, and eight of her crew met their death, the captain and five of the crew only, escaping by being washed on the beach. But what a commentary is this useless sacrifice of human life upon the efficiency of the life saving service on the New Jersey coast! Had the intrepid life savers had a Dobbins life boat not a life need have been lost. It is well known that the Dobbins boat is self-righting, self-bailing and totally unsinkable. Every man who was drowned could have been saved. The government is exercising but poor economy while persisting in furnishing our life-saving stations with open surf boats only. All such boats are liable to be swamped, capsized, stove, and disabled. They may be cheap as to dollars, in comparison with the Dobbins life boat which is entirely free from these deadly defects, and is safe and sure; but if human lives can be valued in money, how dear at any price are the open surf boats which our heroic life savers are still compelled to use.

LAKE CARRIERS' ASSOCIATION.

At a meeting of the Board of Managers of the Lake Carriers' Association at Buffalo, February 20, 1886, the following resolution, on motion of Mr. Bullard, was unanimously passed, because the Western Elevating Company has still taken no definite action on the request of the association that the shoveling charge be reduced:

Resolved, That the secretary be instructed to secure the services of a competent lawyer, to draw up a bill for introduction at Albany, making the steam shovel a constituent part of the machinery of grain elevators using them, in the state of New York, and declaring that no extra charge be allowed for the use of such shovel, but that such service be included in the regular charge for elevation.

Captain Davidson was appointed a committee of one to solicit subscriptions to defray the expenses of such services, and such further expenses as may be incurred in fighting the present shoveling charges.

An amendment to the constitution was carried, making the date of the annual meeting of the members of the association the second Wednesday in March, at Buffalo.

The secretary was instructed to write Captain C. E. L. B. Davis, Engineer Lighthouse Board, urging the construction of a lighthouse and fog whistle on Squaw island one of the Beaver group.

On motion of Captain Henry a resolution was passed, endorsing the so-called Dingley bill (H. R. 991), intended to afford relief to American shipping, which has passed the house, has been introduced in the senate (S. 1004) by Mr. Frye, and is now before the committee on commerce. Following are the resolutions:

WHEREAS, House bill 991, introduced by Mr. Dingley, and entitled "A bill to abolish certain fees for official services to American vessels, and to amend the law relating to shipping commissioners, seamen, and owners of vessels, and for other purposes," has recently passed the house of representatives, 40th congress, first session, and

WHEREAS, The same bill, known as senate bill 1004, has been introduced in the senate by Mr. Frye, read twice, and referred to the committee on commerce,

Resolved, That the board of managers of the Lake Carriers' Association consider this bill a desirable one, affording proper relief to American shipping, and urge its passage.

Resolved, That the secretary be, and he is hereby instructed to supply a certified copy of this resolution to each senator and representative from the districts represented by the board, to each member of the senate committee on commerce, and to other persons interested.

These resolutions were carried unanimously.

CHARACTERISTICS OF MISSISSIPPI RIVER STEAMBOAT MEN.

BY THE SECOND ENGINEER.

Written for the Marine Record.

PART XII.

Discipline, as that term is supposed to be understood, is not practiced upon river steamers, and the rule is to call every man by his given name, with the single exception of the master, who, by considerable effort, they call "captain" or "cap," as the title is sometimes spoken. On a passenger steamer of late years the officers all eat in a dining room, where no distinction is made between captain and "striker," which represent the two extremes as regards officers. In the olden times everyone ate in the cabin, where a long table would be extended from one end of the cabin to the other, with the captain at the head. Then came the change of setting the table for the officers in the extreme forward end of the cabin. The sleeping apartments for the officers is called the "texas," the extreme front end of which is the captain's room, and the entire department being under a "texas tender," who is literally the officer's waiter. His duty is to blacken the officer's boots—for which he expects a tip—wait on the officers table, and attend to the "texas." The first engineer on a side wheel steamer has a "striker" on duty with him and the second engineer has one on duty with him, and the striker that stands watch with the first engineer rooms with the second engineer, and vice versa. This gives each engineer when off from watch a room to himself, and gives him also a lower berth. The two pilots room together, the two mates together, the carpenter and watchman together. The lowest officer is the recipient of the same attention as the highest, and feels himself entitled to as much privilege. As before stated a striker is on duty with each engineer, and as the striker carries all the water, and in

fact does all the oiling and such work as that, besides handling one engine, he is often mistaken for the engineer. The striker calls the "boss" by his given name on duty or off from duty, which does not interfere with his obeying orders. The striker being an engineer's assistant and apprentice a few years, he becomes a licensed engineer, although it often happens that a young man will receive his license and then run striker for years afterward, because he could do no better, as our steamers sometime lay up, discharging all unnecessary men, the striker becomes a migratory animal, frequently being on a half dozen or more boats in a single season, hence being with as many different engineers. As every engineer works after a system of his own, the striker becomes a versatile genius suiting his work to the whims of every new "boss," with the ease and grace of an artist. The striker becomes prolific of reminiscence and a student in character. He is a critic as well, and handles without gloves the failures of this or that engineer, ending generally by detailing how he aided the "old man out of a scrape," in fact from his talk, sometimes, one would imagine that had it not been for the striker the boat would have had to lay up. The striker is a man who has his own conceptions of official dignity, and he discusses them with the logic of a naval commander. Inasmuch as the striker "carries the water" it is he who with a long "guage-stick" pushes in the guage-cocks, and it is a point of dignity with him that the engineer shall not touch a "guage-cock," but shall ask the striker if he has any doubts in regard to the water, and it is a point at which the subaltern dignity and official authority often collide. The question of the water upon a six or eight boiler boat, working under a big pressure, and evaporating water fast is one of importance, as the water must be tested in each boiler at intervals, not to exceed five minutes. And if the striker does his duty—and the engineer eyes him so close that he generally does it—it keeps him with the "guage-stick" in his hand all the time, walking from one side of the boilers to the other, giving him but little time to loiter.

THE USE OF OIL AT SEA.

To the Editor of the Marine Record:

The following particulars concerning the use of oil at sea are given in the North Atlantic Pilot chart for November. The use of mineral oil is not recommended, while the importance of carrying a supply of animal or vegetable oil, to be used in emergencies, cannot be overrated. Captain E. I. Arey, of the schooner Jenny A. Cheney, writes:

"I used oil with very satisfactory results during the late severe hurricane of August 25, in latitude 31 deg. north, longitude 79 deg. west. During this time the vessel was shipping large quantities of water, the sea being very irregular, nearly every one breaking. After the sails were blown away, finding it necessary to do something to save the ship and crew, I took a small canvas bag and turned about five gallons of linseed oil into it and hung it on the starboard quarter. The wash of the sea caused a little of the oil to leak out and smooth the surface, so that for ten hours no water broke aboard. I consider that the oil used during the last and heaviest part of the hurricane saved both vessel and crew."

Captain J. H. Parke reports while in command of the Carrie E. Long from Sicily to Portland, Me. The ship would have foundered had he not used kerosene oil.

Captain Dawson, master of the British bark Zenobia, on a passage from India to London, when off the Western Island, was caught in a terrific gale with immense sea. Wind between E. and S. and S S.E. Some of her cargo was thrown overboard, with little chance of saving her. Two canvas bags were filled with oil and pricked in places and hung from her weather cathead, As the vessel drifted to the leeward the oil spread and enveloped her in a smooth belt. After this she rode easily, the surface of the water being perfectly smooth. The oil used was a mixture of parafine and colza.

Captain Robinson, of the English steamer Sussex, was in a heavy gale in the North Atlantic. Used oil in bags and found it of good service.

We often read of saving vessels in gales of wind by using oil upon the water. Now, why not owners on our great lakes try this plan on their own vessels? The cost is but small, and perhaps a few vessels and many lives could be saved. Many an old rat trap has been sent out from port with a good cargo and a brave crew, but before reaching the end of the voyage they meet a gale. The vessel is old and cannot buffet the waves; she goes ashore and goes to pieces. What of the crew of noble men? The sad news is told in the street, not a soul saved to tell the tale. What if the owner had placed a few gallons of oil and a bag to use it in, on his vessel, and she had reached port in safety, how much prouder that owner would be. He could say "Thank God, that little act has saved my vessel, and her crew." Is not a man's life worth more than a few gallons of oil? Let us try it this year and see if we cannot reduce the loss of life and of vessels.

BRNJAMIN.

OBITUARY.

Captain Charles Tucker died at his residence in New Haven, N. Y., this week of chronic congestion of the liver and lungs, at the age of 47 years. He was sick most of the summer, but stuck to his post on the vessel until the close of navigation. He has been in the employ of Merrick, Esseltyne & Co., for a number of years, and has commanded the schooner Monticello for the past ten years. He was a thorough navigator, a good man in his family, and will be greatly missed. He leaves a wife and four children to mourn his loss, two daughters and two sons.

IT is highly important that as many of the directors of the Lake Carriers' Association as possible be present at their meeting in Buffalo, on the second Wednesday in March (the 10th), as there is much to do in the way of supporting legislation in the interest of shipping.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Feb. 15, 1886.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Feb. 13, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
140,816	.....	S.	Lutie C ark,	13 36	12.70	Cedar Keys, Fla.
116,085	.....	Sc	Sylvia Handy,	71.25	67 70	San Francisco, Cal.
89 914	.....	Lug.	Go den Arr w.	6.82	6 48	Brashear, La.
			STEAM VESSELS.			
106,39	.....	St s	Ange ia B. Nickerson,	46 27	26 97	Provincetown, Mass

JARVIS PATTEN, Commissioner of Navigation.

[*Around the Lakes Continued from 1st Page.*]

DETROIT.

Special to the Marine Record.

Feb. 23—Contrary to what was presumed in my last letter, the difficulties of the ship-carpenters' strike in this immediate locality have not thus far been settled. There is one phase of the question, however, which, so far as I have seen, has not been fully set forth. When the Detroit Drydock Company took in hand the contract for building the steamship now in frame it is averred that there was a mutual understanding between the company and the men as to what the wages should be from the time the keel was laid until she was completed, regardless of what in the meantime might arise. This understanding has been strictly carried out by the Detroit Drydock Company to the letter, while, on the other hand, the men have violated their part of the contract, which has resulted in keeping a large number in idleness, regardless of the immediate wants of their families. It is true there are not a few who can stand the pressure for a time, yet it is equally true there are many whose circumstances are quite the contrary. An outside jobber, who had some ten or fifteen men employed in making repairs to a vessel, had his work stopped suddenly yesterday morning by threats, all but two leaving the work. Cuddy & Doran, also jobbers along the docks, who have from twenty to thirty hands, have paid the advanee for some days past. The strike does not seem to have spread elsewhere, at least not as far as Trenton, where one hundred and twenty-five men are employed at $2 a day, a slight advance of previous rates. Such is the condition of affairs at present hereabout, although the Detroit Drydock Company still offer to receive their men back at $2 for ten hours work.

The sale of Murphy's tug fleet occupied two successive days and was well attended. Among those present were numerous skippers who, for the time being, are gravely uncertain regarding the future, and it may be added that the sales afforded but little comfort to many of them. The first day the tugs Gladiator, Kate Williams and Balize were sold at reasonably fair sums. They were all purchased by Thomas Maytham, of Buffalo, at $8,750, $3,200 and $13,050, respectively. The day following Captain S. B. Grummond secured the tug Wm. A. Moore for $10,000; John E. Winn, the schooner Gerritt Smith for $1 850, and Preston Brady, of this city, the tug Andrew J. Smith for $12,100. The schooner Harvey E. Bissell was not called off and it is stated will probably be otherwise disposed of.

Notwithstanding there has been two or three quite open spells the present winter, Lake St. Clair remains quite firm and unchanged, navigable only by teams and footmen. The Detroit river is unobstructed to Sandwich Point.

Washington's birthday was unusually quiet at Detroit save a handful of politicians who gathered here from various points to enjoy a brief blow out. The United States district court, which knows no holiday save Sunday, was in session, and several decisions were given. One of these was the case of Greenslade against the steambarge Missouri, by which it appears that Greenslade, in 1883, loaned to Thomas Allen, part owner of the Missouri, the sum of $100, for which, in return Allen gave a memorandum against the boat. Allen sold out his interest in the barge, and Greenslade filed a libel against the boat which was dismissed by Judge Brown on the ground that money advanced to a vessel owner can not be regarded as a lien.

The schooner Corsican has had eight libels filed against her within a day or two past, respectively in favor of Anton Cholke, Alex Duhring, Chas. Trempler, David Hartford, Isabella Simons, W. J. Reid, Henry Howard, and Captain Alex Ruelle, aggregating $179.83.

Captain J. G. Keith, of Chicago, the well known vessel owner, called at Parker & Millen's office, this city, yesterday. As he was headed eastward and with a beam wind in his favor, he would doubtless reach Buffalo after a short run.

Mr. Gilchrist, of Vermillion, paid another brief visit here on yesterday. His mission was to secure the charter of some vessels to freight ore, but I believe he was unsuccessful.

The repairs which have been going on for some time past to the barges Pringle, Christie, and Prentiss, came to a sudden stop yesterday morning, owing to the strike. One solitary mechanic, at work on the steamship Chauncey Hurlbut who has been striving hard to keep the wolf from the door, had to abandon his job.

Peterson & Peterson, the well known boat builders, have in hand the construction of a schooner yacht for Arthur J. Philips, of this city, of the following dimensions: Length over all, 50 feet, water line 40 feet, extreme beam 13 feet, length of lower masts 48 feet, topmasts 20 feet, hoist of fore and mainsails 30 feet, main boom 38 feet, main gaff 21 feet, fore boom 12 feet 6 inches, fore gaff 11 feet 6 inches. She will carry five tons of iron ballast outside and three tons inside. She will be ready in May and cost about $4,000.

The arrangements for the river lines of steamers the coming season have been perfected. As has been previously stated the Idlewild and Northwest will constitute the Star line, and their place of departure will be from the foot of Griswold street. The Northwest will be commanded by Captain William McKay, late of the Milton D. Ward. The Idlewild, as stated in a former letter. Captain James Millen will be manager of the line.

The other boats to ply on the same route, as previously noted, will be known as the Grummond & Cole line, with the steamers Milton D. Ward and Darius Cole, plying in unison. Captain Phineas Kenyon, who for several years run the Ward line, will return to that position. The Darius Cole will be sailed by Captain John Robertson, well known and popular everywhere, and last year, in command of the steamer Metropolis from Bay City and points on Saginaw Bay. These boats will ply from the foot of Shelby street, the Star line dock last year. A. N. Moffat will be the manager.

The steamer Alaska, between Detroit and the Islands and Sandusky, will be commanded as last year, by Captain A. Harryman; also the steamer Pearl, Captain John Edwards, who until the Pearl is ready for business, will sail the Riverside, between Detroit and Malden, all from Ashley & Mitchell's dock.

The steamers Atlantic and Flora, of Grummond's Mackinac line, will run as last year from Ashley & Mitchell's dock, with the same captains in charge. Both Captain J. R. Jones, of the Atlantic, and Captain W. E. Comer, of the Flora, have attained a wide popularity, and the business public will be pleased to learn that they continue in their respective positions.

HALL.

CHICAGO.

Special to the Marine Record.

Propeller Depere, Captain Dorsey, left this port Saturday night about midnight bound for Manitowoc, Wis., but returned on Sunday at 1 p. m., on account of the heavy blow. The wind having moderated she left port again Monday morning. Captain Dorsey reports that the west shore is clear of ice.

The steam swing bridge being constructed across the Chicago river at Lake street, will be completed by the opening of navigation

The schooner Scotia has been released by the United States marshal, and is now loaded with grain and ready for the opening of navigation.

The schooner George Boyce is loaded with corn.

The Calumet river is to be straightened and made of a uniform width of two hundred feet, and sufficiently deepened to float the largest craft on the lakes, from its mouth at South Chicago to Hegewisch, a distance of about eight miles. This will shorten the distance between those two places nearly a mile and a half, and $50,000 from the government is on deposit and ready to be expended as soon as the property holders along the new bed of the river surrender their rights and titles to the property for the aforesaid purpose. The government has given them until the 1st of April to decide. Nearly all have already surrendered, and as soon as the remainder do the good work will go on. The United States engineer has recommended an appropriation of $25,000 for this improvement.

MAYO.

ERIE.

Special to the Marine Record.

Captain L. Davis is busy now, with four ship-carpenters, giving his schooner, the F. W. Gifford, a general overhauling, repairing and calking, which will cost him from $1,000 to $1,500. The captain believes in keeping his vessel up in good shape. She has traded between Erie and Escanaba for the past nine years. Captain Davis is one of the oldest lake veterans, he having sailed for nearly fifty years. His first command was on the schooner Effort about thirty-seven years ago.

W.

LUDINGTON.

Special to the Marine Record.

Steamers F. & P. M. Nos. 1 and 2, arrived from Milwaukee with full cargoes. A regular old time norther had been raging since Thursday morning, but fined up yesterday, followed by a terrific southeaster, with snow all Saturday night, wind northwest. Cold at present, and No. 1 is in the ice at pier end and No. 2 at dock discharging cargo.

Steamer J. D. Dewar is receiving a new coat of paint and getting ready for work.

O. N. Taylor is building a new steam yacht—on paper.

D.

TOLEDO.

Special to the Marine Record.

Tug J. H. Stevens which sunk in Finley's slip some time ago, was hauled up in the slip last week so that most of her deck is out of the water.

A. A. Parker, of Detroit, was in the city Saturday, looking after the interest of the Star line of steamers for next season.

The Marine Engineers' Association gave their second annual ball at Odeon Hall last Thursday evening. It was a grand success, both socially and financially.

D. Y. Howell, an old marine man and fisherman, of this city, was buried to-day, aged 64 years.

Captain T. W. Simpson, of this city, has purchased from Captain Fetterly and others, of Oak Harbor, the scow Emily and Eliza; consideration $800. This is the first transfer that has been made at our custom house this winter.

J.

CLAYTON.

Special to the Marine Record.

Mr. S. W. Mercier is now building another yacht for A. Bain for the Shipman engine company of Rochester N. Y. She is twenty-four feet keel, twenty-seven feet over all, and not so wide. She will be a very nice little boat for the river. A. Bain has received an order from a gentleman in New York for one of these yachts to be built shortly.

Captain Thomas Rawley and wife of Manistee, Mich., are in town visiting friends.

The Engineer's Association has held a meeting and elected officers for the ensuing year. Will give names in my next.

B.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LVIII.

Navigation of 1860 commenced at Buffalo April 17, the propeller Equinox the first boat to leave, followed the same day by the propeller Araxes. The Straits were open April 12, the propeller Buckeye the first craft through, bound east. Steamers on Lake Superior passed through the Sault canal May 11, the propeller Fountain City, Captain E. M. Peck, the first boat through. The Erie canal opened April 15 and closed December 12, at which time navigation closed.

The most deplorable disaster of the season was the loss of the steamer Lady Elgin, Captain Jack Wilson, in September, sunk by the schooner Augusta, while the steamer was en route from Chicago to Milwaukee, with a large number of excursionists on board from the latter city, three hundred and eighty-eight of whom were lost. It occurred at about midnight while off Waukegan, the Augusta damaged only to the extent of the loss of her bowsprit and stem, arriving at Chicago early the next morning. She was commanded by Captain D. N. Malott, who was subsequently lost with his crew by the foundering of the barque Mojave in Lake Michigan. The Lady Elgin, up to the time of her loss was plying between Chicago and Lake Superior and had been running nine seasons. She was built at Buffalo, and was 1037 tons burden; first sailed by Captain Gilman Appleby. The Augusta was owned by G. W. Bissell, of Detroit, who not long after had her name changed to Col. Cook, and she is yet in commission, having been thirty years in service. She is the second vessel of that name owned by the same party, the first Col. Cook having been wrecked in the St. Lawrence, as noticed in a previous chapter.

The additions to the Lake Superior line of steamers in 1860 were the steamer Cleveland, Captain F. S. Miller; propeller Montgomery, Captain Joseph Nicholson; steamer Seabird, Captain C. C. Blodgett, and the propeller Fountain City, Captain E. M. Peck. The Northern Light, Iron City, and North Star continued on the route, commanded as stated in a previous chapter.

The steamers plying between Detroit and Cleveland were the Ocean, Captain R. G. Evans and May Queen, Captain E. R. Viger.

Lake traffic continued dull and freights low, and as a consequence there was considerable demand for vessels to make European voyages and to the sea coast, no less than forty-one having been sent out the season previous, and thirty-nine in 1860, including six large side-wheel steamers from Lake Ontario to New York city. The schooner Sarah Hibbert made an experimental trip the season previous with coal from Cleveland to New York city. Butts & Kendall, of Cleveland, received orders for thirty vessel loads of coal. The Hibbard was six weeks making the voyage to New York. The orders were for Sterling coal which was for the manufacture of gas for New York city. Several cargoes of walnut were shipped from Toledo for Boston and other Atlantic ports. Three tugs left the lakes for New York, one the Sabon, a fine wrecking tug for New Orleans, and the propeller Lacrosse for Galveston, Texas; also the steamer Maple Leaf from Kingston to New York city.

During the navigation of 1860 there were one hundred and thirty-eight side wheel steamers on the lakes, amounting to 69,150 tons and valuation of $2,720,200; one hundred and ninety-seven propellers, 61,550 tons, valuation $2,478,300; fifty-eight barques, 23,417 tons, valuation $544,200; ninety brigs, 25,047 tons, valuation $423,200; nine hundred and seventy-four schooners and sloops, 198,661 tons, valuation $4,489,300. Total number of craft navigating the lakes, 1,457, tons 377,825, valuation $10,655,200. The loss on steam hulls was $336,808, on cargoes by steam $160,575; total $497,383, on sail hulls $327,773, cargoes $330,- ...ses by sail vessels $658,632; total go... ...l $1,156,015.

Losses ... ...ity was manifested in 859; total lo... ...hout the season in by steam and sa... ...r prices were Considerable activ... ...to make lumber and staves throug... ...tes all the lumber districts. Bette... freely offered, with a disposition still further advances. The following r... of charter were offered during the summer season:

	Per M
From Bay City to Oswego	$4 25
From Bay City to Buffalo	3 00
From E. Saginaw to Toledo and Sandusky	2 25
From E. Saginaw to Cleveland	2 50
From Lake Shore to Buffalo	2 50
From Lake Shore to Oswego	4 00
From Detroit to Oswego	3 25
From Detroit to Buffalo	2 00

For staves from and to the points below mentioned, the following rates were freely given:

	Per M		Per M
Detroit to Buffalo, hhds.	$5 00	Pipes	$6 00
Baltimore to Buffalo, "	6 00	"	7 00
P. Huron to Buffalo, "	7 00	"	8 00

Barrels at proportionate rates and from other points in like proportion. The rates for staves from Saginaw were not given in the schedule.

Seamen's wages were $16 per month for vessels in the lumber trade, and $18 per month in the Lake Superior trade.

At Chicago the lumber market was equally active and prices ruled firmly, quotations being as follows: Lumber, first clear $15 and $27, second clear $21 and $26, third clear $14 and $17; common boards $7.50 and $8; shingles, shaved, A1 per M $2.25, shaved, second quality $2, sawed $2.06; lath $1.12½ and $1.25; posts per 100, $6 to $8.

Appointments in 1860, other than those above noted, were as follows:

Steamer T. Whitney, Captain John Edwards, Detroit and Sandusky.

Steamer Columbia, Captain Darius Cole, Detroit and Saginaw.

Steamer Forester, Captain John P. Ward, Detroit and Port Huron.

Steamer Forest Queen, Captain John Robertson, Detroit and Saginaw.

Steamer Swan, Captain Smith Mathison, Detroit and Chatham.

Steamer Bay City, Captain Wm. Davis, Detroit and Sandusky.

Steamer Ruby, Captain C. F. Moore, Detroit and Port Huron.

Propeller Missouri, Captain N. Woodworth, Buffalo and Detroit.

Propeller Burlington, Captain L. H. Cotton, Buffalo and Detroit.

Propeller Neptune, Captain O. Salisbury, Buffalo and Detroit.

Propeller Globe, Captain Wm. Latriel, Detroit and Toledo.

Propeller Dunkirk, Captain Alva Dodge, Buffalo and Detroit.

Propeller Jas. E. Eagle, Captain R. McKniff, Detroit and Saginaw.

Propeller Wisconsin, Captain Hickey, to Ogdensburg.

The Buffalo and Green Bay line was composed of the propeller Comet, Captain W. H. Wetmore, and the Rocket, Captain John Rice, which performed weekly trips. In the Detroit and Buffalo daily lines were the propellers Missouri, Illinois, Concord, Dunkirk, Mary Stewart, and Omar Pasha. The line plying between Buffalo and the upper lakes were the propellers Mendota, Galena, Free State, Tonawanda, Wenona, Neptune, Dacotah, Cuyahoga, Mohawk, Chicago, Mt. Vernon, and Mayflower, known as the Western Transportation line.

The steamer Comet, of 385 tons burden, was sent from Detroit to Lake Michigan, to ply between Grand Haven and Chicago in the place of the steamer Huron which thereafter ran between Chicago, St. Joseph and Kalamazoo.

The season of 1860, as regards the loss of life and property, was the most disastrous on record and the loss of life the most deplorable since known. Beside the loss of the steamer Lady Elgin, taking to watery graves hundreds of human life during the terrific gale in November, never surpassed, was the destruction of the propeller Dacotah, Captain William Cross, on Sturgeon Point, in Lake Erie, with twenty-four lives, not a soul being saved. It was a fearful night, and the suffering among vessels was beyond description. The Dacotah was 688 tons burden, and had been but three years in commission. She left Buffalo in the evening, freighted with merchandise for Chicago, with no passengers. Nothing but fragments were ever seen afterward, so complete was her destruction. She was built by Luther Moses at Cleveland and was valued at $33,600. She was owned by James F. Clark, of the New York Central railroad, who held an insurance on her of $7,500. In the same storm the propeller Jersey City met her fate on Long Point, Lake Erie, with nineteen lives, and freighted from Cleveland with a miscellaneous cargo. She was 633 tons burden and commanded by Captain Monroe, a man of large experience on the lakes. Portions of her cargo drifted ashore on the south shore of the lake and her life boat was found near Buffalo. In the same storm the schooner Hurricane, with a cargo of rye, foundered in Lake Michigan with nine lives. The bodies all drifted ashore near St. Joseph. She was sailed by Captain Wm. Welch, who resided in Buffalo. She was owned by Sears & Clark, of that city.

The following craft passed out of existence in 1860:

Steamer Troy, during a freshet drifted ...f Goodrich and sunk, $8,000.

...mer John Owen, burned at Port Hu...out ...0.

Steam... ...rette, wrecked on Huron Is...ron, $5,00... ...rior, $40,000.

Steamer A... ...k Hudson, burned at ...land, Lake Supe...

Steamer Hendri... Cleveland, $10,000. ...d at Eagle Har...

Steamer Gazelle, wreck... ...bor, Lake Superior, $40,000. ...nk by steamer Magnet in St. Lawrence, $8,00...

Steamer Lady Elgin, sunk by schooner Augusta, Lake Michigan, with loss of three hundred and eighty-eight lives, $50,000.

Propeller Mt. Vernon, exploded in Point au Pellee passage, with two lives, $40,000.

Propeller Globe, exploded at Chicago, and sixteen lives lost, $36,000.

Propeller Wabash Valley, wrecked at Muskegon, $32,000.

Propeller Dacotah, lost on Lake Erie and twenty-four lives lost, $70,000.

Propeller Jersey City, wrecked on Long Point, with nineteen lives, $61,000.

Tug A. S. Fields, exploded at Detroit and five lives were lost, $5,000.

Barque Superior, wrecked on Gull Bar, Lake Ontario, $6,000

Brig St. Louis, lost near Erie, Lake Erie, $4,000.

Brig Ocean, capsized on Lake Erie, all lost, six lives, $3,500.

Brig Belle, wrecked near Bailey's Harbor, $8,000.

Brig Clarion, lost on Lake Michigan, $15,000.

Brig Mineral, wrecked near Oswego, $4,000.

Schooner Mary, lost near Cleveland with three lives, $2,000.

Schooner Gertrude, wrecked near Manitowoc, $3,000.

Schooner Washington Irving, foundered in Lake Erie and six lives lost, $5,000.

Schooner Silas Wright, lost near Dunkirk, $4,000.

Schooner W. H. Davey, sunk near Middle Sister, $7,000.

Schooner T. P. Handy, lost near Kenosha, Lake Michigan, $5,000.

Schooner St. Mary, foundered in Lake Michigan and eleven lives lost, $6,000.

Schooner Kyle Spangler, sunk off Presque Isle, Lake Huron, $20,000.

Schooner Rocket, sunk off Point au Barque, $35,000.

Schooner Hurricane, lost on Lake Michigan with nine lives, $20,000.

Schooner Zadoc Pratt, sunk by propeller Mt. Vernon in Lake Erie, $30,000.

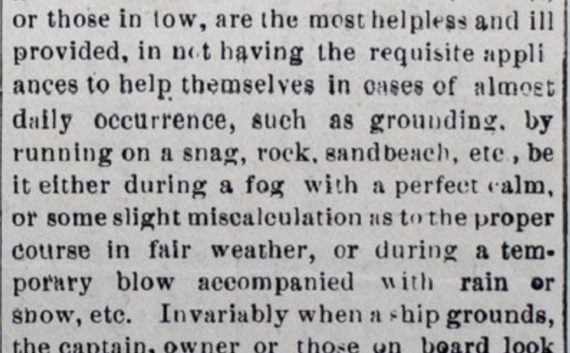
Schooner Circassian, lost near Mackinaw, $30,000.

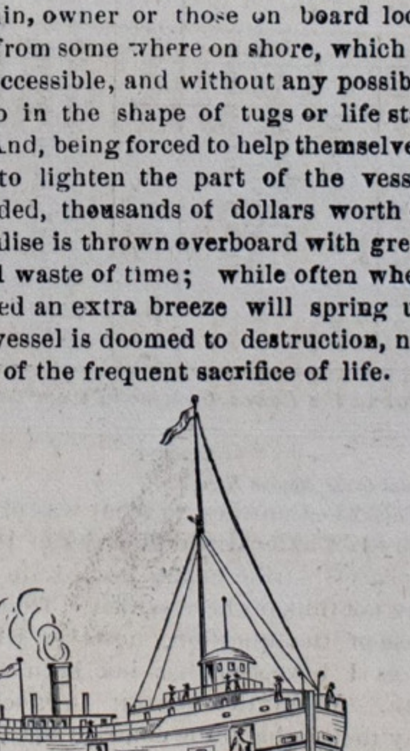
Schooner Spartan, lost near St. Joseph, $3,000.

Total amount of losses, $1,156,015; loss of life, 578; number of disasters, 382.

SUCKOW'S MARINE JACKS.

Any casual observer will perceive at a glance that vessels, either steamer, sailing, or those in tow, are the most helpless and ill provided, in not having the requisite appliances to help themselves in cases of almost daily occurrence, such as grounding, by running on a snag, rock, sandbeach, etc., be it either during a fog with a perfect calm, or some slight miscalculation as to the proper course in fair weather, or during a temporary blow accompanied with rain or snow, etc. Invariably when a ship grounds, the captain, owner or those on board look for help from some where on shore, which is often inaccessible, and without any possible near help in the shape of tugs or life stations. And, being forced to help themselves, in order to lighten the part of the vessel so grounded, thousands of dollars worth of merchandise is thrown overboard with great labor and waste of time; while often when so engaged an extra breeze will spring up and the vessel is doomed to destruction, not to speak of the frequent sacrifice of life.





A short description of the above cuts is hereby given. Though the marine jack is designed principally for the use of speedily releasing grounded vessels, they are also adaptable in connection with swivel A A and yoke B, for raising sunken vessels, or making temporary repairs on parts so raised without going in drydock, and can also be used as a derrick, etc. The bed-plate and ball joint are constructed, combining strength with lightness, and in case of a sandy or soft bottom, a plank may be lightly lashed underneath the base of bed-plate to insure sufficient surface; any length of wrought-iron pipes, having if desired short inside spiderbushings on ends may be connected (say from 4 to 100 feet) according to diameter of pipe, screwing in ball joint and sockets, connecting with left-hand threaded hollow steel screw jack; four to six feet long; increased sockets or couplings with larger diameter pipes may be used in extreme lengths between bed-plate and jack, to ensure more stability in center of column if desirable, and a lifting power of from fifty to two hundred tons may be obtained. Further, owing to the ball joint, the jack will work in any possible desirable angle, self adjustable to an uneven bottom, and when apart but little space is needed to store it.

Too much reliance is placed in marine circles on good luck; and in some cases so-called watertight compartments, etc., when the buoyancy of the water in connection with powerful screws solid bottomed for lifting, pushing and upholding are but too often under rated, even by some intelligent men, for some imaginary reason; but by looking at the list of vessels which grounded alone on our inland chain of lakes, between Buffalo and Duluth during part of September and October, 1885, it will be noted that no less than fourteen steamers and sixteen schooners and barges so placed (all of which required outside assistance, with the exception of the propeller Rhoda Emily who released herself by throwing over eight thousand bushels of her cargo), with an expense best known to the owners and insurance companies.

Endorsed by the American Society of Technologists at their October meeting, 1885, and by the principal wrecking masters of Buffalo.

For further particulars address the inventor, Ed. Suckow, 28 Fremont Place, Buffalo, N. Y.

THE CENTURY
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The remarkable interest in the War Papers and in the many timely articles and strong serial features published recently in The Century has given that magazine a regular circulation of

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The "Recollections of a Private" and special war papers of an anecdotal or humorous character will be a feature of the year.

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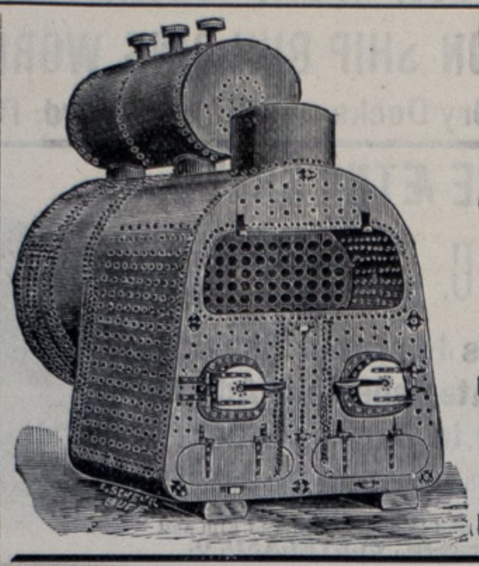

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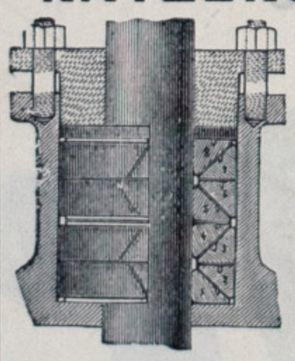

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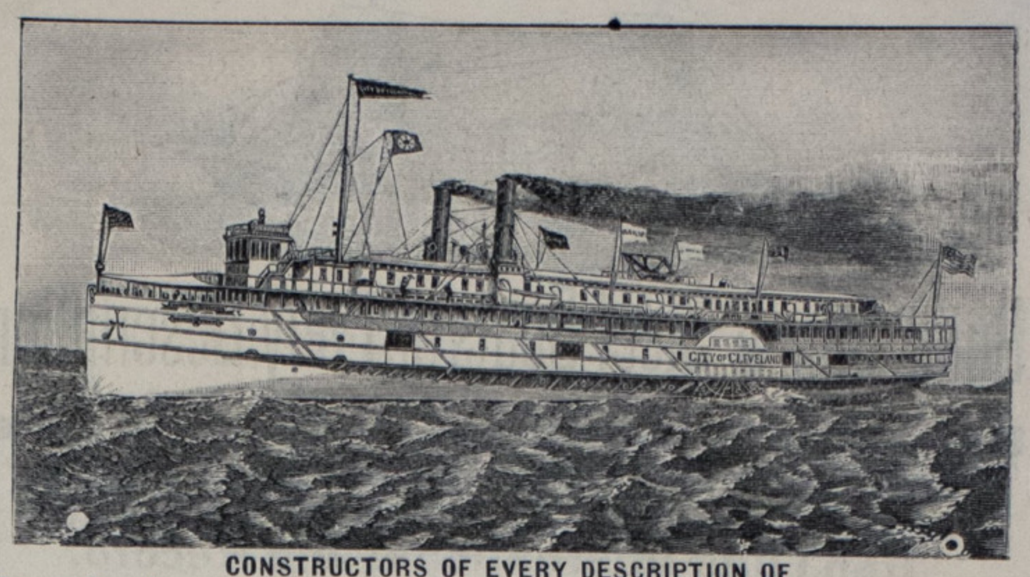

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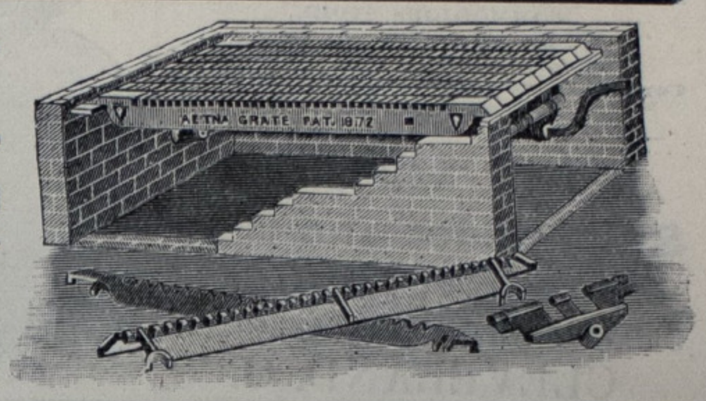

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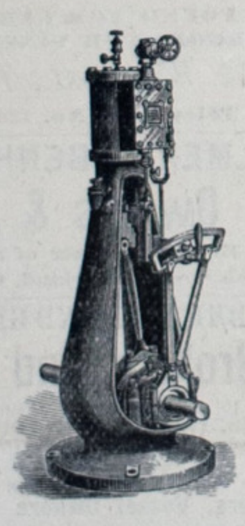

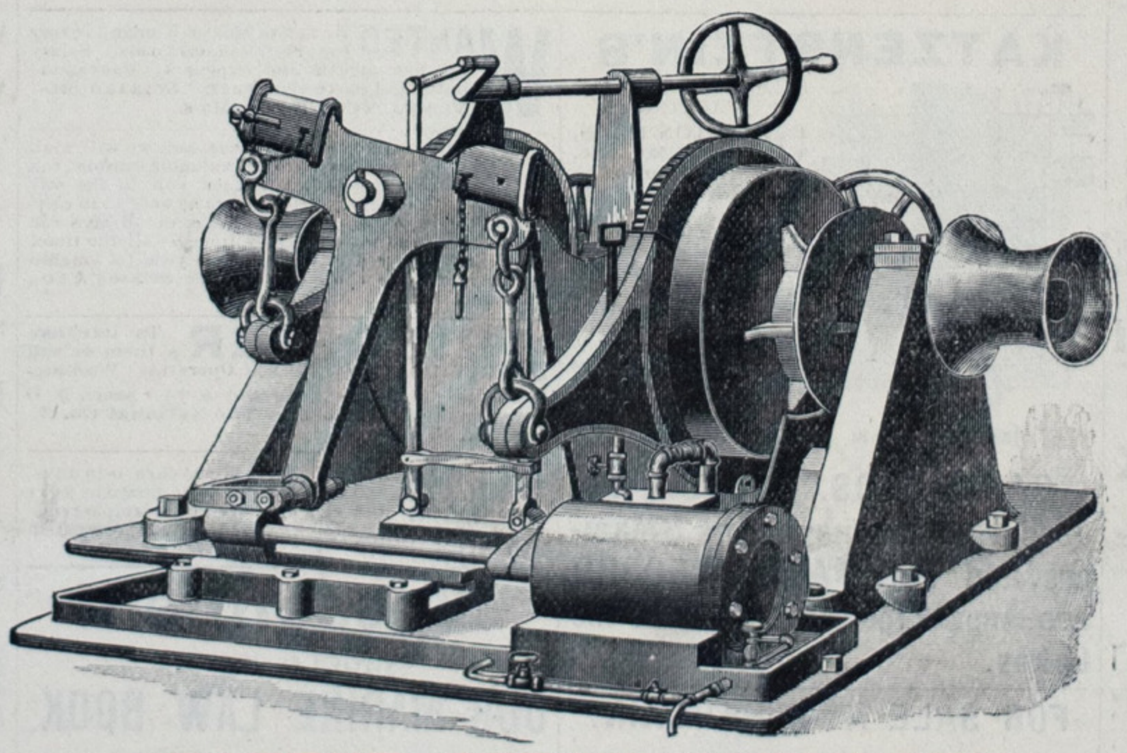

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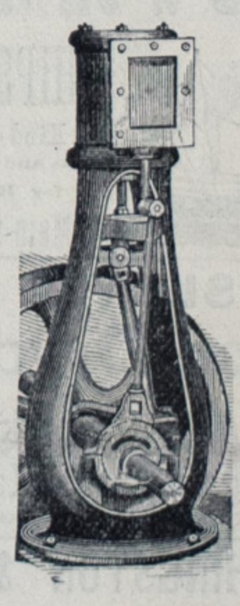

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